

The Indians of Northwestern New York made a deep impression upon his susceptible nature; and when the Hurons elected him a chief, he declared that even old Drury had never conferred so proud a distinction upon him.

His heart was full of kindness, not only to early friends and young and struggling actors, but to every suffering and needy human being with whom he came in contact.

THOMAS CORWIN.

Recollections by President Tittle, of Wash College, contributes to the Cincinnati Gazette interesting reminiscences of Thomas Corwin, among them the following:

THE HARRISON CAMPAIGN OF 1840. My first sight of Mr. Corwin was during the Harrison campaign in Ohio, in 1840. He was at that time addressing audiences in the open air, the number of which I attempted to describe in a former article.

At that time addressing audiences in the open air, the number of which I attempted to describe in a former article. The meetings at Marietta, Zanesville, Lancaster, Delaware, and other places were on a scale probably never equaled before or since.

At that time addressing audiences in the open air, the number of which I attempted to describe in a former article. The meetings at Marietta, Zanesville, Lancaster, Delaware, and other places were on a scale probably never equaled before or since.

At that time addressing audiences in the open air, the number of which I attempted to describe in a former article. The meetings at Marietta, Zanesville, Lancaster, Delaware, and other places were on a scale probably never equaled before or since.

At that time addressing audiences in the open air, the number of which I attempted to describe in a former article. The meetings at Marietta, Zanesville, Lancaster, Delaware, and other places were on a scale probably never equaled before or since.

At that time addressing audiences in the open air, the number of which I attempted to describe in a former article. The meetings at Marietta, Zanesville, Lancaster, Delaware, and other places were on a scale probably never equaled before or since.

the difficulties of my honest opponent, that I must trespass to quote his words:—'Oth a wild ass bray while he hath grass, or leaveth the ox over his fodder?'

He and others laughed until the tears ran in streams down their faces. The vast crowd poured forth peal after peal of laughter such as I never saw equalled.

He and others laughed until the tears ran in streams down their faces. The vast crowd poured forth peal after peal of laughter such as I never saw equalled.

He and others laughed until the tears ran in streams down their faces. The vast crowd poured forth peal after peal of laughter such as I never saw equalled.

He and others laughed until the tears ran in streams down their faces. The vast crowd poured forth peal after peal of laughter such as I never saw equalled.

He and others laughed until the tears ran in streams down their faces. The vast crowd poured forth peal after peal of laughter such as I never saw equalled.

He and others laughed until the tears ran in streams down their faces. The vast crowd poured forth peal after peal of laughter such as I never saw equalled.

He and others laughed until the tears ran in streams down their faces. The vast crowd poured forth peal after peal of laughter such as I never saw equalled.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR. PHILADELPHIA, BALTIMORE, WASHINGTON, AND WASHINGTON AVENUE.

Way Mail Trains at 3:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 12 M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 4:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—TIDE TABLE—COMMENCING MONDAY, MAY 13, 1869.

Way Mail Trains at 3:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 12 M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 4:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11:30 P. M. (Sundays excepted), for Baltimore, stopping at all regular stations.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depot at THIRTY-FIRST and MARKET STREETS, which reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at 25 Chestnut Street, or No. 116 Market Street, will receive attention.

Trains Leave Depot, viz.: 8:00 A. M. Pool Accommodation, 10:30 A. M., 1:10 and 7:00 P. M. Erie Mail, 11:50 A. M., 11:50 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

Trains Arrive at Depot, viz.: 5:10 A. M. Philadelphia Express, 6:30 A. M. Pool Accommodation, 8:30 A. M., 3:40 and 6:30 P. M.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET. Select the Auction Rooms, Nos. 139 and 141 S. Fourth Street, Superior Household Furniture, Fine Floor and Parlor Stoves, etc.

MARTIN BROTHERS, AUCTIONEERS.—(Late Salemen for M. Thomas & Sons.) No. 320 CHESSNUT Street, rear entrance from Mine.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 117 CHESSNUT Street, rear entrance No. 117 Sanson.

C. D. McCLESLEY & CO., AUCTIONEERS, No. 306 MARKET Street.

BUNTING, DUBROW & CO., AUCTIONEERS, No. 312 & 314 MARKET Street, corner of Chestnut Street. Successors to John B. Myers & Co.

L. PINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

B. SCOTT & J. R. BRYANT, ART GALLERY, No. 1020 CHESSNUT Street, Philadelphia.

KEENAN, SON & CO., AUCTIONEERS, NO. 112 N. FRONT STREET.

SHIPPING. FOR LIVERPOOL AND QUEENSTOWN. Inman Line of Mail Steamships, leaving Philadelphia, to sail as follows: City of Baltimore, Saturday, July 24, at 1 P. M.

THE SOUTH AND SOUTHWEST FAST FREIGHT LINE, EVERY THURSDAY. The Steamship PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Snyder.

PHILADELPHIA, RICHMOND, AND NORRISTOWN RAILROAD. On and after MONDAY, May 3, 1869, FOR GERMANTOWN.

PHILADELPHIA, BALTIMORE, AND NORRISTOWN RAILROAD. On and after MONDAY, May 3, 1869, FOR GERMANTOWN.

PHILADELPHIA, BALTIMORE, AND NORRISTOWN RAILROAD. On and after MONDAY, May 3, 1869, FOR GERMANTOWN.

PHILADELPHIA, BALTIMORE, AND NORRISTOWN RAILROAD. On and after MONDAY, May 3, 1869, FOR GERMANTOWN.

PHILADELPHIA, BALTIMORE, AND NORRISTOWN RAILROAD. On and after MONDAY, May 3, 1869, FOR GERMANTOWN.

PHILADELPHIA, BALTIMORE, AND NORRISTOWN RAILROAD. On and after MONDAY, May 3, 1869, FOR GERMANTOWN.

PHILADELPHIA, BALTIMORE, AND NORRISTOWN RAILROAD. On and after MONDAY, May 3, 1869, FOR GERMANTOWN.

PHILADELPHIA, BALTIMORE, AND NORRISTOWN RAILROAD. On and after MONDAY, May 3, 1869, FOR GERMANTOWN.